



## **SIGNIFICANT CHANGES AND AMENDMENTS TO THE 46<sup>th</sup> EDITION (2005)**

The 46<sup>th</sup> edition of the IATA *Dangerous Goods Regulations* incorporates all amendments made by the Dangerous Goods Board and includes changes advised, at time of printing, by ICAO to the 2005-2006 Edition of the ICAO *Technical Instructions*. The following list is intended to assist the user with identifying the main changes introduced in this edition and must not be considered an exhaustive listing. The changes have been prefaced by the section or subsection in which the change occurs.

### **1 — Applicability**

**1.2.7** — A new paragraph has been added to emphasise that Customs or other authorities opening packages of dangerous goods have a responsibility to ensure that the package is restored to its original condition before the package is put back into transport.

**1.3.2** — Additional text has been added to identify that dangerous goods must be packaged in accordance with the identified air transport requirements.

**1.3.3.1** — The special arrangements applicable to shippers of infectious substances have been deleted.

**Table 1.5.A** — The table has been extensively revised and there are now 12 categories. These categories have been grouped under 4 headings, “shippers and packers”, “freight forwarders”, “operators and ground handling agents” and “security screeners”. The table also includes a recommendation that persons, other than those specifically identified, may benefit from dangerous goods training.

**1.6 — Dangerous Goods Security.** This new subsection incorporates the UN recommendations with regard to the security responsibilities of persons involved in the transport of dangerous goods. While the content of 1.6 is only a recommendation, it is anticipated that States will adopt the UN provisions as mandatory requirements into the appropriate road regulations and therefore shippers of dangerous goods will have to comply with the road mode security provisions.

### **2 — Limitations**

**2.3 — Dangerous Goods Carried by Passengers or Crew.** Amendments have been made to requirements applicable to ammunition and to the carriage of aerosols.

**2.7 — Dangerous Goods in Excepted Quantities.** The restriction on completion of the label by a consolidator, forwarder or an IATA cargo agent in 2.7.2.6 has been removed.

**2.9.2 — State variations.** Canada, France, Saudi Arabia, South Africa, Ukraine, United Kingdom and the United States have advised of amendments to their State variations. China has lodged a State variation.

**2.9.4 — Operator variations.** There are a significant number of additions, deletions and modifications to the operator variations.

### **3 — Classification**

**3.2.5.2** — The classification of flammable and non-flammable aerosols has been revised to reflect the changes to the UN 13<sup>th</sup> edition.

**3.6.2** — The classification of infectious substances, and biological products has been completely revised to remove all reference to risk groups.

### **4 — Identification**

**4.1 — Selecting Proper Shipping Name.** This subsection has been extensively revised to better identify the hierarchy of the types of proper shipping names.

**4.2 — List of Dangerous Goods.** The list has been updated to reflect the changes to the list of dangerous goods in the Model Regulations. There are approximately 130 amendments to the list. The majority of the changes are where new UN numbers have been allocated to the liquid or solid entry for substances that were shown with the same UN number in both a liquid and solid form.

**4.4 — Special provisions.** There have been a number of amendments to existing special provisions as well as the addition of 13 new special provisions, A132 to A144. A note has been added to special provisions that permit substances meeting the conditions of the special provision to be transported as “not restricted”, specifying that the special provision must be referenced on the Air Waybill as shown in DGR 8.2.

**A21** — has been amended to incorporate reference to hybrid electric vehicles.

**A41** — relating to permeation devices has been aligned with the ICAO text and as a consequence Packing Instruction 951 has been deleted.

**A81** — the wording has been revised to remove reference to pathogens in risk group 4. The limit of 1 L per primary receptacle has been deleted.

**A88** — prototype lithium batteries are restricted to transport by cargo aircraft, in addition to requiring approval of the appropriate authority of the State of origin.

**A111** — unserviceable oxygen generators are now shown as being forbidden for transport.

**A112** — in addition to the restrictions of certain classes and packing groups, substances not permitted on a passenger aircraft cannot be shipped as consumer commodities.

**A140** — permits shippers of Category A infectious substances (UN 2814 and UN 2900) to omit the technical name from the proper shipping name marking on the package. In addition, where the name of the pathogen is not known, SP A140 permits shippers to omit the technical name from the proper shipping name on the Shipper's Declaration and instead show “suspected category A infectious substance”.

**A141** — reinforces the application of UN 3373.

**A144** — this new special provision permits the transport of up to two Protective Breathing Equipment (PBE) containing a small chemical oxygen generator on a passenger aircraft under specified conditions.

## **5 — Packing Instructions**

**213** — A new packing instruction has been added to address the packing requirements for UN 1044 **Fire extinguishers**, which were previously shown against Packing Instruction 200.

**602** — Outer packagings are now required to be rigid. The requirement for a statement regarding “prior arrangement” to be added to the Shipper's Declaration has been deleted.

**650** — The quantity limits have been revised to permit up to 1 L per primary receptacle, with a total of 4 L per package for liquids. For solids the package limit is 4 kg, the primary receptacle may contain up to 4 kg. As with PI 602, the outer packaging must be rigid. Packages must be marked with a diamond marking inside which is “UN 3373”. The markings must be of a defined size and the proper shipping “DIAGNOSTIC SPECIMENS” or “CLINICAL SPECIMENS” must be marked adjacent to the diamond marking. The outer packaging must have one side with a minimum dimension of at least 100 mm x 100 mm (4 in x 4 in). The packing instruction has also been amended to permit small quantities (30 mL or less) of substances in Classes 3, 8 or 9 to be packed with the infectious substances.

**900** — New text has been inserted that permits an alternative method for preparing flammable gas powered vehicles for transport.

**951** — Has been deleted.

## **6 — Packaging Specifications & Performance Tests**

**6.0.4.1** — A note has been added identifying that UN specification markings must be embossed or printed directly on the packaging.

**6.4.2.3** — Additional UN requirements have been included for the periodic test and inspection of cylinders.

## **7 — Marking & Labelling**

**7.1.4** — Overpacks must now be marked “Overpack”, where the required markings and labels on packages within the overpack are not visible. This “Overpack” marking is required on all such overpacks, including those containing Limited Quantity packages, and replaces the previous statement “Inner packages comply..” that was required for overpacks containing UN specification packagings.

**7.1.5.1** — Reference to overpacks has been deleted. The requirements for marking overpacks is clearly described in 7.1.4. The wording of 7.1.5.1(d) has been revised to identify that the marking of the net quantity for Classes 2 to 6 and 8 only applies for consignments of more than one package. In accordance with SP A144, a new (h) has been added that requires a statement to be included on packages containing PBE shipped under the provisions of SP A144.

**7.1.5.8** — The requirement for the air eligibility marking has been deleted. Specific responsibilities for shippers with regard to air transport have now been included into 1.3 and there is a new certification statement required on the Shipper's Declaration as shown in 8.1.

**7.2.2.3** — Exceptions for the size of hazard labels on gas cylinders have been introduced.

**7.2.4.6** — A new handling label for Excepted Packages of radioactive materials has been introduced. This label is only recommended for 2005-2006 and does not become mandatory until 1 January 2007.

## **8 — Documentation**

**8.1.2.5** — The format of multi-page declarations and extension lists has been clarified.

**8.1.4.1** — The restriction on consolidators, freight forwarders and IATA cargo agents signing and/or completing the Shipper's Declaration has been removed.

**8.1.6.9** — Sequence of Information. The preferred sequence is now that commencing with the UN Number. This is in accordance with the decision by the UN Sub-Committee of Experts to only allow a single sequence, which will be reflected in the 14<sup>th</sup> edition of the UN Model Regulations. The single sequence of information will take effect from 1 January 2007.

**8.1.6.12** — Certification. A new requirement for an air transport certification statement to be added to the Shipper's Declaration. This certification statement replaces the requirement for the air eligibility marking on packages. The certification statement has been added to the design of the Shipper's Declaration form shown in Figures 8.1.A and 8.1.B.

**8.1.7** — The format of the Shipper's Declaration has been revised to reflect the revised sequence of information, delete the restriction on completion/signing by freight forwarders, consolidators and IATA Cargo Agents and to incorporate the new air transport certification statement. Provision has been made for shippers to be able to use existing stocks of the previous Shipper's Declaration design provided that the requirements applicable to the sequence of information and the air transport certification are complied with.

**8.2.6** — Articles or substances that become “not restricted” by virtue of compliance with a Special Provision must have that noted on the Air Waybill.

## **9 — Handling**

**9.1.2** — The requirements for acceptance of infectious substances, other than routing, have been deleted.

**9.1.4** — A note regarding the omission of dots and commas from the proper shipping name on the Shipper's Declaration or on the package markings not being considered an error has been added. A note has also been added to clarify that an acceptance checklist is not required for Dangerous Goods in Excepted Quantities or Excepted Packages of Radioactive Materials.

**9.5.2** — An operator is now required to provide information in appropriate manuals on the maximum quantity of dry ice that may be transported in each compartment.

**Appendix A** — The definition of “Freight Forwarder” has been revised to reflect the definition adopted by ICAO. The new definition has specific reference with regard to the dangerous goods training requirements in subsection 1.5.

**Appendix C** — Significant updates to Table C.2.

**Appendix E** — Contact details for competent authorities have been updated.

**Appendix F** — Minor changes to F.1 and F.2.

**Appendix G** — **IAEA Safety Series 6**, has been deleted as the United States has now aligned their domestic regulations with those of the IAEA TS-R-1 provisions.

**Appendix H** — The list of Sales Agents and IATA Endorsed Training Schools have been revised. With the deletion of the old Appendix G, this section has now become Appendix G.

**Appendix I** — Has been deleted. Appendix I was introduced to provide advance information of the changes for Division 6.2 – Infectious substances. These changes have now been incorporated into the body of the DGR.